

7/29/97

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1/5/1 (Item 1 from file: 351)  
DIALOG(R) File 351:DERWENT WPI  
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009143333 WPI Acc No: 92-270771/33

XRPX Acc No: N92-206981

Automatic decoupling system for four-wheel drive vehicle - uses  
electro-serco-valves controlled by front directing wheels to disconnect  
flow to rear driving wheels

Patent Assignée: (MICR-) MICROVOIRIE SARL

Author (Inventor): BUDET H

Number of Patents: 001

Number of Countries: 001

Patent Family:

CC Number	Kind	Date	Week	
FR 2670441	A1	920619	9233	(Basic)

Priority Data (CC No Date): FR 9015600 (901213)

Abstract (Basic): FR 2670441 A

The system has two electro servo valves (5, 6). These control the  
hydraulic oil to a primary circuit (13) which feeds the directing  
wheels at the front of the vehicle and a secondary circuit which feeds  
the rear wheels.

The electro servo valves are controlled by a connecton to the  
directing wheels and at a predetermined steering angle disconnect  
hydraulic oil flow to the rear wheels.

USE/ADVANTAGE - As a decoupling system for light vehicles  
such as sweeping machines with four wheel hydraulic drive. Gives  
improved manoevrability on difficult terrain through automatic  
decoupling of 4 wheel drive.

Dwg.1/3

Derwent Class: Q13; Q57; Q64;

Int Pat Class: B60K-017/34; F15B-011/16; F16H-039/00

?s pn=@04924970

?s pn=de 1555065

S3 1 PN=DE 1555065

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3/5/1 (Item 1 from file: 350)

DIALOG(R)File 350:Derwent World Pat.

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001221883 WPI Acc No: 75-A5656W/03

Hydrostatic drive for vehicle - with differential drive for cornering  
by pivoting axial piston motors on steering

Patent Assignee: (CLAE ) CLARK EQUIPMENT CO

Number of Patents: 001

Patent Family:

CC Number	Kind	Date	Week
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DE 1555065 B 750109 7503 (Basic)

Priority Data (CC No Date): US 517254 (651229)

Abstract (Basic): The hydrostatic servo motors are connected in series to the main pump and are pivoted on the steering linkage to alter their relative setting to the wheels during cornering. The motors are axial piston types with their outputs determined by the angle of the drive shafts. The system provides differential torque distribution for cornering without requiring any control valves. A parallelogram linkage is provided on each track rod end.

Derwent Class: Q13;

Int Pat Class: B60K-017/10